

# Welcome

## Town of Dagsboro

Circulation Study

*Community Meeting*

February 3, 2005

# Town of Dagsboro

## Circulation Study

*February 3, 2005*

### Project History

The Delaware Department of Transportation (DelDOT) is conducting a larger North/South Study which will provide long term improvements in an attempt to accommodate the north/south traffic. As a part of this larger study, this circulation study was recommended to look at relative short-term improvements for the Town of Dagsboro.

### PROJECT PURPOSE

Investigate existing pedestrian and traffic circulation problems.  
Recommend short-term, mid-term, and long-term solutions.

### PROJECT GOAL

Improve safety and circulation for pedestrians and traffic within the Town limits.

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### WHAT HAS OCCURRED

**The following data collection and meetings have occurred:**

- Intersection Vehicular Counts - Saturday, August 16, 2003
  - US 113/SR 26
  - SR 26 (Clayton Street)/SR 20 (Main Street)
  - SR 20 (Main Street)/SR 26 (Vines Creek Road)
- Technical Field Investigations - Fall 2003 and Fall 2004
- Steering Committee Kick-off Meeting - July 16, 2004
- DelDOT Coordination Meeting - October 1, 2004
- Steering Committee Meeting - November 10, 2004
- DelDOT Coordination Meeting - January 10, 2005

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### Steering Committee Members

- Joe Cantalupo – DelDOT
- Anthony Aglio – DelDOT
- Andy C. Engh
- Kim Tephabock
- Laura Murphy
- Michele C. Ewing
- Arline Simmons
- Earl J. Savage
- Ed Burton
- Bill Chandler
- Chief William A. Dudley
- HK Disharow
- Lawrence Lank

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### IDENTIFIED ISSUES

- **Right turn vehicular conflicts at SR 26/SR 20 intersection**
  - SR 26 (Clayton Street)/SR 20 (Main Street) - eastbound to southbound
  - SR 20 (Main Street)/SR 26 (Clayton Street) - southbound to westbound
- **The Iron Branch Road/Hudson Street intersection configuration**
- **Apparent speeding through the Town**
- **Signage directs beach bound traffic to use SR 20**
  - Bethany Beach
  - Fenwick Island
  - Ocean City
- **Pedestrian network – fair to poor condition, missing links**
  - Sidewalk Condition: Fair to Poor
  - Missing Links: Sidewalk and Structure
- **Lack of gateway signage**

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### TRAFFIC OPERATIONS ALTERNATIVES

#### Alternative 1: Lower Speed Limits

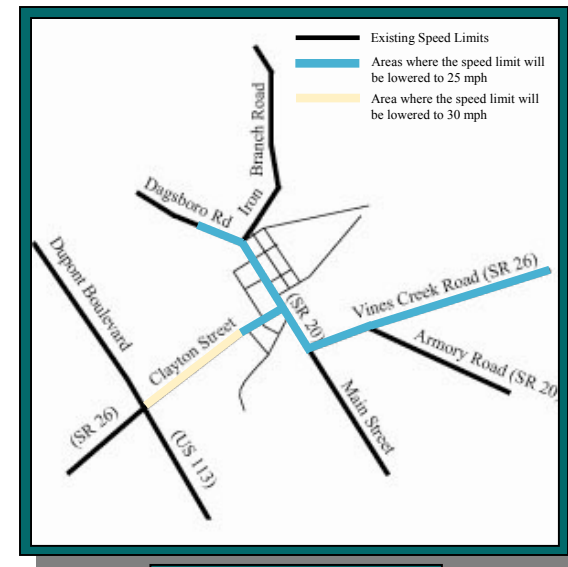
This alternative recommends lowering the speed limit to 25 mph in the following locations:

- Clayton Street (SR 26)/Vines Creek Road (SR 26) – between the Norfolk Southern Railroad Line and the eastern town limits of Dagsboro
- Main Street (SR 20) – between the Norfolk Southern Railroad Line and Clayton Street

In addition, recommend lowering the speed limit to 30 mph in the following location:

- Clayton Street (SR 26) – between US 113 and the Norfolk Southern Railroad Line

\*The location map indicates the locations the speed limit will be lowered.



Location Map

**Implementation Strategy:** DeIDOT Traffic has recommended that the speed limit be lowered to 25 mph based on the Delaware Code: Chapter 41, Title 12, Section 4169 and for the Town Council to draft an ordinance that establishes the 25 mph speed limit.

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### TRAFFIC OPERATIONS ALTERNATIVES

#### **Alternative 2: Change Destination Sign on US 113**

**Change wayfinding signage on US 113**

- Designate SR 20 for Bethany Beach traffic
- Designate SR 54 for Fenwick Island and Ocean City traffic

**Implementation Strategy:** DeIDOT Traffic is not opposed to changing the signs, however would like to first discuss changes with Selbyville to ensure open communications.

# Town of Dagsboro

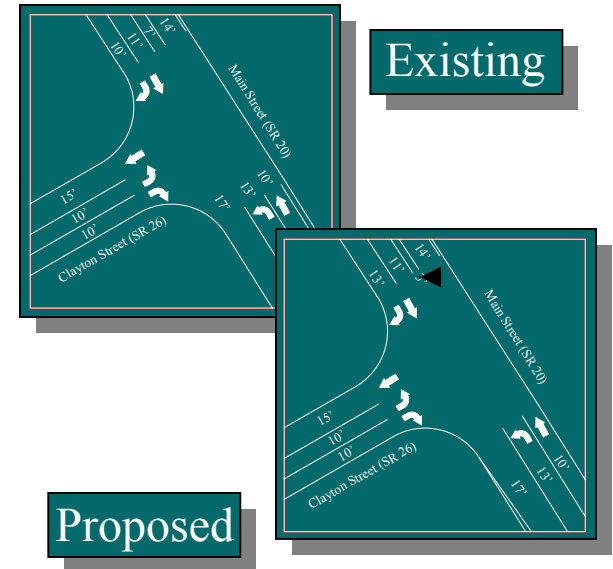
## Circulation Study

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### TRAFFIC OPERATIONS ALTERNATIVES

#### Alternative 3: Improve Right Turn Movements

- Eastbound SR 26 to Southbound SR 20/26
  - SR 20 – shift through and turning lanes east
  - SR 26 – improve turning radius
  - SR 26 – widen right-turn lane
- Southbound SR 20 to Westbound SR 26
  - SR 20 – shift through and turning lanes east
  - SR 26 – improve turning radius
  - SR 20 – widen right-turn lane



**Implementation Strategy:** This would become a DelDOT Intersection Project and would require the improvements to go through the pipeline process for funding.



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## Circulation Study

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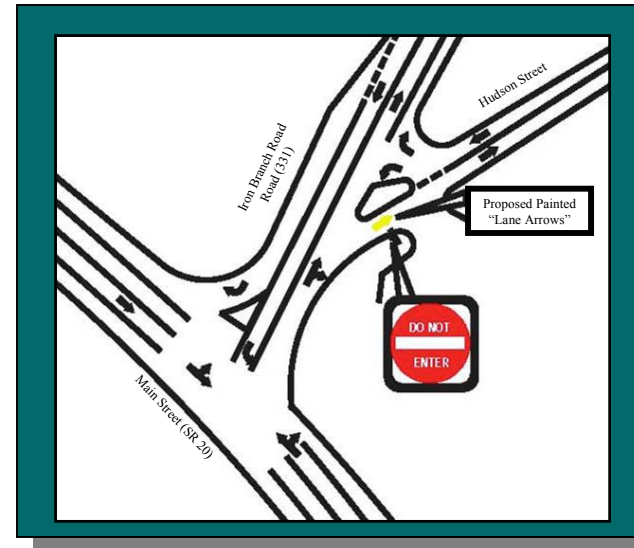
### TRAFFIC OPERATIONS ALTERNATIVES

#### **Alternative 4: Improve Intersection Movements**

##### ***Option A – Re-striping Roadway***

- Hudson Street – eastbound lane (re-stripe/lane arrow)
- Hudson Street – eastbound lane (Do Not Enter sign)

Option A



**Implementation Strategy:** This would become a DelDOT Intersection Project and would require the improvements to go through the pipeline process for funding.

# Town of Dagsboro

## Circulation Study

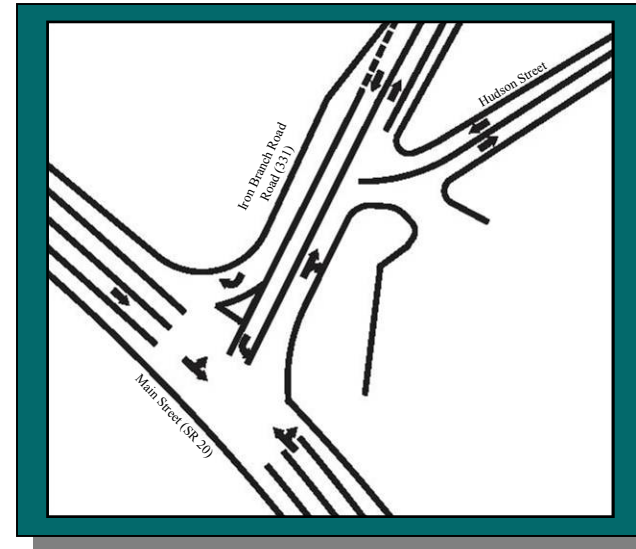
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### TRAFFIC OPERATIONS ALTERNATIVES

#### **Alternative 4: Improve Intersection Movements**

##### ***Option B – Reconfigure Intersection***

- Rd 331 (Iron Branch Road) – Creating a T-intersection at Hudson Street And Iron Branch Road



Option B

**Implementation Strategy:** This would become a DelDOT Intersection Project and would require the improvements to go through the pipeline process for funding.

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### PEDESTRIAN ALTERNATIVES

#### Alternative 1: Continuous Sidewalks in Town

- Repair/replace existing sidewalks
- Construct new sidewalk links
- Construct pedestrian bridge structure that crosses the *Fork #1 Pepper Stream* located at Main St. and Iron Branch Road intersection on the southeast corner.

Fair Condition



Poor Condition



**Implementation Strategy:** There is a current Transportation Enhancement (TE) project in the area that is replacing/adding new sidewalk. The remaining sidewalk can be completed through an additional TE contract or potentially added on to other projects in the region.

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### PEDESTRIAN ALTERNATIVES

#### **Alternative 2: Provide Link to New High School**

##### ***Option A – Sidewalk Facility within existing Right-of-Way***

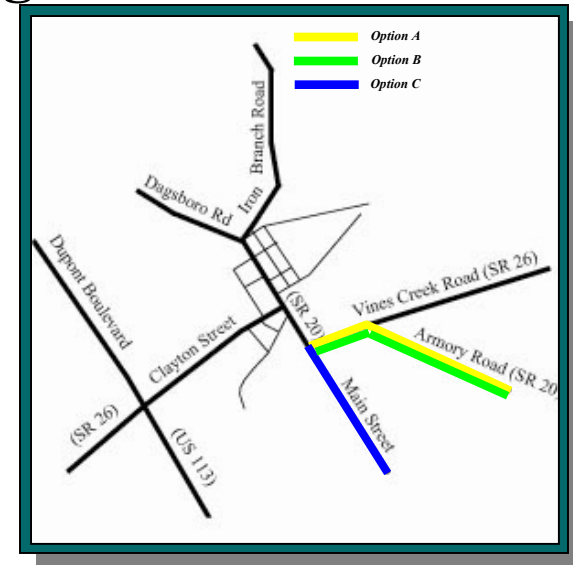
- SR 20/26 (Vines Creek Road) – south side
- SR 20 (Armory Road) – west side

##### ***Option B – Hiker/Biker Trail requires additional Right-of-Way***

- SR 20/26 (Vines Creek Road) – south side
- SR 20 (Armory Road) – west side

##### ***Option C – Sidewalk Facility Connecting Main Street***

- Main Street – west side



**Implementation Strategy:** DelDOT will work with the school district to ensure proper connections. In addition, this alternative can potentially be combined with other DelDOT projects for funding purposes.

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### PEDESTRIAN ALTERNATIVES

#### **Alternative 3: US 113/SR 26 Crosswalks** - Assumes Annexation

- Improve Pedestrian Safety
  - Street Lights
  - Pedestrian Signals
  - ADA Compliant
- Increase Crosswalk Visibility
  - Textured Crosswalks
  - Landscaping
- Increase Driver Awareness



Before



After

**Implementation Strategy:** This alternative will be evaluated further as development occurs.

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### COMPREHENSIVE STREETScape ALTERNATIVE

#### Component: Gateway Features

- Announce entry into Town
- Sign to reflect local heritage
- Landscaping to attract attention



Bethany Beach, DE



Dagsboro, DE

Examples of  
Gateway Signs

**Implementation Strategy:** This is one component of the Comprehensive Streetscape Alternative.

Conceptual plans for the entire alternative will be developed and submitted through the T.E. process. It would be possible to fund by working with the Town of Dagsboro, as a separate entity.



# Town of Dagsboro

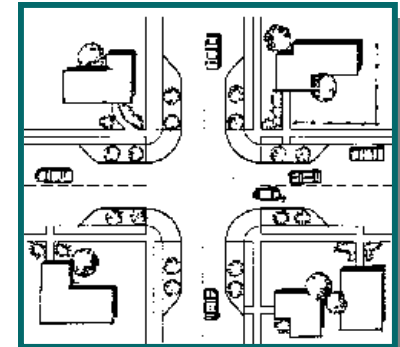
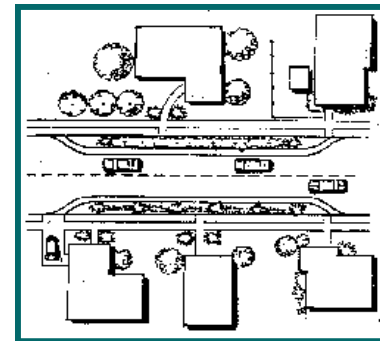
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### COMPREHENSIVE STREETScape ALTERNATIVE

#### Component: Traffic Calming

- Slow speeding traffic
  - Within existing Right-of-Way
  - Retain driveway access
  - Ensure safe operations
- Improvements used in combination
  - Bulb-outs
  - Chokers
  - Neckdowns
  - Splitter islands



Reference: Pictures come from  
The DelDOT Traffic Calming  
Manual August 2000

**Implementation Strategy:** This is one component of the Comprehensive Streetscape Alternative. Conceptual plans for the entire alternative will be developed and submitted through the T.E. process.

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### COMPREHENSIVE STREETScape ALTERNATIVE

#### **Component: Main Street Streetscape**

Create a pedestrian-friendly and aesthetically pleasing environment along Main Street.

- Sidewalks – concrete/pavers
- Crosswalks – textured/visible
- Landscaping
- Pedestrian Lighting
- Street Furniture – trash cans/benches



Rehoboth, DE Streetscape

**Implementation Strategy:** This is one component of the Comprehensive Streetscape Alternative. Conceptual plans for the entire alternative will be developed and submitted through the T.E. process.



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### Alternatives Summary

- **Short Term Alternatives**
  - Traffic Operations Alternative 1: Lower Speed Limits
    - DelDOT Traffic/ Maintenance Operations
  - Traffic Operations Alternative 2: Change Destination Sign on US 113
    - DelDOT Traffic/ Maintenance Operations
  - Traffic Operations Alternative 4: Improve Intersection Movements – *Option A*
    - DelDOT Traffic/Maintenance Operations

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### Alternatives Summary

- **Mid-Term Alternatives**
  - Comprehensive Streetscape Alternative: Gateway Features/Traffic Calming/Main Street Streetscape
    - DelDOT TE
  - Pedestrian Alternative 1: Continuous Sidewalk in Town
    - DelDOT TE
  - Pedestrian Alternative 2: Provide Link to New High School
    - DelDOT/Indian River School District

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### Alternatives Summary

- **Long Term Alternatives**
  - Traffic Operations Alternative 3: Improve Right Turn Movements
    - DelDOT Pipeline Process
  - Traffic Operations Alternative 4: Improve Intersection Movements – *Option B*
    - DelDOT Pipeline Process
  - Traffic Operations Alternative 4: Improve Intersection Movements – *Option C*
    - DelDOT Pipeline Process
  - Pedestrian Alternative 3: US 113/SR 26 Crosswalks
    - DelDOT (as development occurs)

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### Next Steps

- Steering Committee Meeting to review public comments
- Coordinate recommendation with DelDOT
- Prepare Transportation Plan document
- DelDOT initiates alternatives development